

BLATZ
THE STAR
MILWAUKEE
BEER.
Per Cask of 10 doz. Pints, \$25.
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,510 號十壹百伍千叁萬壹第 日英十二緒光

HONGKONG, TUESDAY, JULY 2ND, 1901.

式年禮 號月柒年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

WATSON'S
SUPERIOR VERY OLD
COGNAC
BRANDY.
A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brandy to Hongkong
for over half a century
Apply to G. G. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

“SPECIAL BLEND” WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 8.50 a.m. ... Every 10 minutes.
8.50 a.m. to 9.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 12.45 p.m. ... Every 10 minutes.
1.15 p.m. to 1.15 p.m. ... Every 10 minutes.
1.45 p.m. to 1.45 p.m. ... Every 15 minutes.
2.15 p.m. to 2.15 p.m. ... Every 10 minutes.
3.30 p.m. to 3.30 p.m. ... Every 15 minutes.
4.30 p.m. to 4.30 p.m. ... Every 10 minutes.
5.30 p.m. to 5.30 p.m. ... Every 10 minutes.
8.45 p.m. & 9 p.m. 9.15 to 11.15 p.m. ... Every 15 minutes.
S.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS ... on Week Days.
Saturdays.
Extra cars at 11.30 a.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous “NEW
HOWE” and “MONOPOLY” CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill,
Enamelling a specialty.

McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST,
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899.

THE VICTORIA DISPENSARY
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPECIALTIES

AYALA CHAMPAGNE, EXTRA QUALITY.
This is one of the most Popular Brandy in London. Supplied to ALL the principal
Clubs and Hotels.

2 Doz. Pints. 1 Doz. Quarts.
\$42.00 \$40.00

ROUSSILLON CHAMPAGNE, RESERVE CUVEE.
The Favourite Brand in NAVAL and MILITARY Messes.

2 Doz. Pints. 1 Doz. Quarts.
\$36.00 \$35.00

“DRY ROYAL” SAUMUR.
A most delicious Sparkling wine and extremely moderate in price.

2 Doz. Pints. 1 Doz. Quarts.
\$23.00 \$21.00

BUCHANAN'S WHISKY. “BLACK & WHITE” HOUSE OF COMMONS
This splendid and well-known Whisky has one of the Largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED.

PRICE—Per Doz. \$15.00.

SPECIAL RATES to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brandy are *famously known all over the World.*

THE FOLLOWING are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE “PALL MALL,”

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

VERY OLD SCOTCH OLD VATTED WHISKY.

EXTRA SPECIAL FINEST LIQUEUR

WHISKY.

THESE BLENDS ARE COMPOSED ENTIRELY OF THE
FINE PRODUCTS OF WELL-KNOWN HIGHLAND DISTIL-
LERIES, THOROUGHLY MATURED IN SHERRY CASKS IN
BOND, AND ARE UNRIVALLED IN DELICACY OF FLAVOUR

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, HONGKONG, 26th June, 1901.

PHOTOGRAPHIC

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

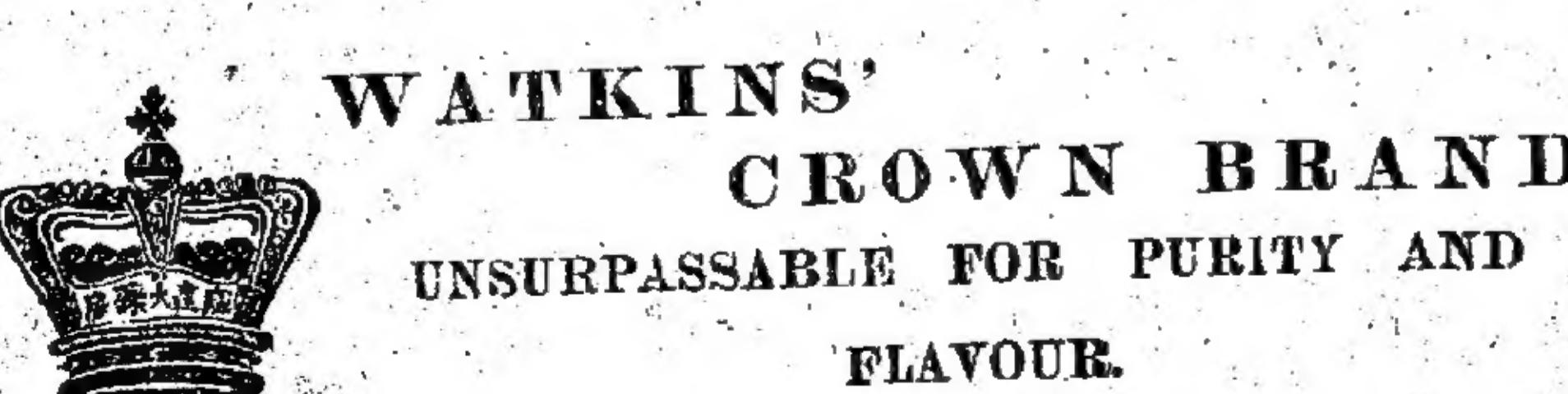
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

AERATED WATERS.

WATKINS' CROWN BRAND.
UNSURPASSABLE FOR PURITY AND
FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.



PILSENER BEER

LONG BOTTLE \$13.00 \$13.00

MÜNCHENER BEER 14.00 14.00

Apply to G. GIRAULT.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Figaro Salom, 1901. Panorama Salom, 1901.

Britannia's Bulwarks (Parts 1 & 2 ready) 35 c.

Pictures of the Year, 1901 each

Work by Zola 70

Days of Doubt, by Meadow 22.5

The Young Far Traders, by Ballantyne 35

The White Company, by Conan Doyle 35

Saddle and Sabre, by Hawley Smart 35

Scott's Stamp Catalogue, 1901 each

Villa Ruben, by Sinjohn 35 c.

Edward Blake, by Sheldon 1.50

Days of Doubt, by Meadow 1.50

Facination of the King, by Boothby 1.50

The Silver Skull, by Crockett 1.50

Love Letters of an Englishwoman 1.50

Brought to Bay, by Savage 1.50

Dr. Ogilvie's New English Dictionary 1.25

KODAK FILMS, 5 by 4 in. 23 & 25, Queen's Road, Hongkong.

BLOTTING PAPER, Very Thick.

MATHEMATICAL INSTRUMENTS.

WINSOR and NEWTON'S OIL, and

WATER-COLOURS.

TENNIS GOODS, Large Variety.

CHESS, DRAUGHTS, DOMINOES,

PLAYING CARDS, BOZIQUE

BUDGE, PATIENCE, &c.

Egyptian CIGARETTES, WILLS'

TOBACCO and CIGARETTES.

LAMBERT and BUTLER'S LOG CABIN

TOBACCO.

23 & 25, Queen's Road, Hongkong.

COTTAM & CO.

HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING, LIGHT, DURABLE, and COOL.

A FULL STOCK OF TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

NOTICES OF FIRMS

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

HONGKONG VOLUNTEER CORPS.

BY kind permission of Lieutenant-Colonel

Sir J. W. Carrington, C.M.G., Commandant Hongkong Volunteer Corps,

PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND

TO-MORROW (WEDNESDAY), July 3rd, at 9 P.M., in aid of the Corps Band Fund.

Admission 1/-; Naval and Military in uniform half-price.

Tickets can be obtained at Head-quarters, Kelly & Walsh's and Robinson's.

A Special Tram will leave 10 minutes after close of Concert.

C. G. PRITCHARD, Captain, R.G.A., Adjutant, Hongkong Volunteer Corps.

Hongkong, 21st June, 1901.

NOTICE

TIUTIUM.

A YOUNG ENGLISH LADY desires to give Elementary and Progressive

LESSONS in VIOLIN and PIANO. Intending Pupils can apply by letter to

“T.”

Care of Daily Press Office.

Hongkong, 1st July, 1901.

THE BRITISH NORTH BORNEO CO.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

| | Per Case | Per Case |
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| | 1 doz. Qu. | 2 doz. Qu. |
| ST. ESTEPHE | 8.896 | 8.756 |
| ST. JULIEN | 9.00 | 9.6 |
| LA ROSE | 12.96 | 13.92 |
| CHATEAU HAUT BRION | | |
| LARRIVET | 18.60 | 19.20 |
| CHATEAU MOUTON D'AR- | | |
| MAILHACQ | 21.00 | 22.20 |
| CHATEAU PONTET CANET | 25.00 | |
| CHATEAU LA TOUR CAR- | | |
| NET | 30.00 | |
| CHATEAU RAUZAN | 42.00 | |
| CHATEAU LAFITE | 48.00 | |

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED.

BIRTH.

On the 23rd June, at Singapore, the wife of F. P. K. K. of a daughter.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd July, 1901

It is, we imagine, with feelings of no little satisfaction that Hongkong residents generally have within the past twenty-four hours seen laid before them a Petition addressed to the Secretary of State for the Colonies, praying for an independent enquiry into the sanitary condition of this Colony and the measures to be adopted to improve the existing state of affairs. This Petition now awaits the signature of all who wish to support it; and the various places in the Colony where it can be seen and where signatures will be received are specified elsewhere. When its terms become known, we feel sure that there will be no reluctance on the part of those interested in the welfare of this Colony to subscribe their names. In the first place it must be clearly understood that there is no violent attack on the Government of Hongkong, past or present. An indictment, and a strong one, of Government methods of looking after the health of the place, it certainly is. But it is a temporally worded document, relying for its force mainly on the citation of the reports of sanitary and medical experts from 1878 onwards. These extracts form as it were the backbone of the Petition, and it is for this reason, we suppose, that they were not relegated to an Appendix. The Committee who drew up the appeal no doubt recollect the report of a former Governor of Hongkong who, having his attention drawn to the fact that a certain document contained references to an appendix which had somehow been omitted, remarked that it didn't matter—no one read appendices.

The Petition, as drawn up by the Committee and now presented to the public, commences with a short summary of the state of the Colony and a declaration of the necessity, if its future welfare is to be assured, that the public health must be protected. It is then pointed out that hitherto the colonists have had no effective voice in municipal and sanitary matters, and that the present insanitary condition of Hongkong cannot be laid at the door of the Sanitary Board, which has no power to carry out its own recommendations, but must be attributed to the Colonial Govern-

ment itself. Then follow a series of extracts from the reports of Dr. Ayres, Colonial Surgeon, in 1873, when he spoke of the probability of "an epidemic of unenviable renown"; the report of Mr. Osgood Chadwick, special Sanitary Commissioner, in 1882, the highly important recommendations of whom were almost entirely ignored, though he did not hesitate to say if they were not adopted their necessity might be "demonstrated by the irresistible logic of a severe epidemic"; and the report of Dr. Francis Clark, Medical Officer of Health, in the present year—a report which we have but recently considered. In reference particularly to the report of Mr. Chadwick, whose appointment in 1881 was obtained from England at a considerable expense to the Colony, the Petition goes into the most important of his suggestions and shows how they have been neglected, for the most part as completely as if they had never been made. Next Mr. Cooper's Separate Sewerage System is dealt with, and it is shown that it is still without the safeguards which Mr. Chadwick thought necessary. Extracts follow from Dr. Ayres's report in 1882, the late Colonial Surgeon's report in 1883 (wherein he speaks of "the filthy state of things existing in the City"); the report of the Commission appointed in 1897 to enquire into the existence of insanitary properties in Hongkong; and Dr. Clark's recent remarks at the Sanitary Board's recent re-meeting as to the reclassification of Crown Lands in Victoria and on surface-crowding. The neglect is then touched on of the Sanitary Board's recommendations as to latrines, in 1896-99, as to a cattle-crematorium, in 1898; the height of buildings in 1898; the lime-washing of villages, in 1900. As a climax, the state of affairs as to Plague is dealt with, effective use being made of the report of Dr. J. A. Lowson on the terrible epidemic of 1894. Dr. Lowson then wrote, it is pointed out, that he was convinced that an epidemic of plague here could be tackled and got under rapidly if men in sufficient numbers could be got to do the work. In the present year there have been one Medical Officer on duty at Kennedytown Hospital, living a mile away and with prison and police duty also to attend to, and one Medical Officer of Health, assisted by one Sanitary Surveyor and twenty Inspectors of Nuisances, not specially trained. This is the staff which looks after the health of 280,000 persons, of the mixed character which we have here.

After quoting the letter of the Chamber of Commerce on the 7th ult. and the Government's reply on the 13th, the Petition sums up the situation, and concludes by praying the Secretary of State for the Colonies:

- To appoint a Commission consisting of a person or persons wholly unconnected with the Colony to proceed forthwith to Hongkong to investigate and report (a) on the Sanitary Condition of the Colony;
- (b) on the measures to be adopted for the improvement of the City of Victoria and of the Colony as it at present exists;
- That he will be pleased to attach to the said Commission some independent Sanitary Expert to advise;
- That after re-conviving and considering the Report of such Commission, he will give directions for the recommendations of that Commission to be forthwith carried into effect.

This Petition deserves the support of the whole public of this Colony. The state of affairs recorded therein is intolerable, and if Hongkong is to continue as a prosperous Colony this state must be ended. It has become evident that the local Government, though through no want of desire, is unable to cope with the situation, which has simply got beyond it. For this reason we now appeal to higher authority and for independent assistance. We do not see how the appeal can be disregarded.

THE tramway spoken of in the proposed Bill, as printed in *extenso* in the *Government Gazette* of June 29th, and reproduced in part in our issue of yesterday, is split up into seven sections. Section 1 begins out at Kennedy Town, with a short single line about three furlongs in length, at a point east of the intersection of Chater Street and Smithfield. Section 2, a double line, nearly four and a half miles in length, extends from Kennedy Town through the densest parts of Victoria—Saiyengpun, the City Central, and Wanchai—out to the Causeway Road. Sections 3 and 4, are single lines, connecting the main double line with the Praya East, thereby tapping the heavy traffic of that busy quarter. Section 5 is a double line, almost half-a-mile long, going from Morrison Hill Road to the Race Course, to within fifty feet of the harbour end of the Grand Stand. The foregoing five sections being within the limits of the city, are to be constructed, laid down, and maintained, as nearly as practicable, in the middle of the roadway: they are also to be watered, to allay dust, to the satisfaction of the Director of Public Works. Section 6, a single line,

just over two and a half miles long, continues the termination of Section 2 in Causeway Road, and proceeds past North Point Battery, to within two hundred yards of No. 5 Bridge. Section 7, a single line, with passing places, is above a mile and a quarter in length, and carries the line along the new road now being constructed in front of the Quarry Bay Dock Works, right on into Shaukiwan. The total length to be laid is just over nine and a quarter miles. When finished, it will undoubtedly be a great and convenient addition to our present limited means of locomotion. The plans, four in number, and all dated April 9th of this year, have been already deposited, by the Company, in the office of the Director of Public Works. The gauge is not to be less than three feet six inches: it may be greater. The rails are to be steel, and so laid as not to project above the level of the road way. The cars, trucks and other rolling-stock must not exceed four feet six inches in extreme width, and must be fitted with flanged wheels. The construction of such a line, in its initial stages, implies more or less frequent interruption of traffic, alteration in position of gas and water-main, temporary interference with or displacement of sewers, drains, water-courses and subways, of tubes, wires, standards, poles, and other apparatus for telegraphic, telephonic, electric-lighting, and other kindred purposes; hence many of the provisions of the proposed Bill are specially designed to protect the existing interests of government departments, public companies and private persons. Any difference that may crop up, owing to the clashings of this Company's interests with already acquired privileges, is to be settled by a special case in the local Supreme Court, unless it is provided for in the Ordinance for which this Company will apply. No portion of the line can be opened for public use till certified fit to be so by the Director of Public Works, or by some other duly appointed official, as well as by special notification in the *Government Gazette*. The whole of the line authorised, unless a prolongation of time has been specifically granted by the Governor in Council, is to be completed and thrown open for public traffic within three years from the commencement of the Ordinance; and within one year of this particular date the construction must be substantially begun. At the end of fifty years from the date of the Ordinance, the Government has the option, under certain easy conditions, of acquiring by purchase, at a fair marketable value, the entire undertaking—lands, buildings, works, materials and plant, with all privileges. The motive power is to be electricity, conveyed by a bare overhead wire, and by the tram-rails. The speed, on sections 1 to 5 inclusive, i.e. between Kennedytown and Causeway Bay, is not to exceed ten miles per hour: the Governor in Council, should he see fit, authorises a maximum speed of twelve miles per hour on this part of the line. On sections 6 and 7, Causeway Bay to Shaukiwan, a speed of fifteen miles an hour is allowed: Going though movable facing-points, at crossings and passing places, speed is to be reduced to four miles per hour. Subject to the assent of the Governor in Council, the Company has power to sell, lease, or mortgage the whole or part of its property and acquired rights. Postmen and policemen, on duty and in uniform, are to travel free of cost. The tramway may be used to carry passengers, animals, goods, merchandise, commodities, minerals, and parcels, at fixed tariff prices. Special cars are to be provided for Chinese third class passengers. In consideration of the numerous rights, powers and authorities to be conferred by Government, the Company, for the first thirty-five years of its existence, shall be leaving her unpunished. At Tientsin there was a day or two ago a celebration (?) of the anniversary of the siege of that city. We should not be at all surprised even to see this repeated next year, but with a change of scenery, the Boxers holding their meeting over the ruins of Gordon Hall, under the presidency of General Tung Fuhsiang, in place of General Wogack.

The *Tientin correspondent* of the *N.C. Daily News* telegraphed on the 25th June:—The banquet and *file* last evening in commemoration of the anniversary of the reign of Tientsin were a brilliant success. Mr. A. Zimmerman, the German Consul (who has replaced General Wogack on the Provisional Government), presided, and made special reference to the gallant services of General Wogack, Captains Bayly and Burke, Jim Watt, and the volunteers. The fireworks included a set piece which represented a mimic bombardment of Gordon Hall. General Wogack telegraphed his congratulations.

Early on the morning of the 23rd ult. a fire was announced in the Yangtzeopoo district, Shanghai, and was found to have broken out in a shed on the premises of the Ewo Cotton Mill. Some 170 piculs of waste cotton were in the building at the time. The flames caused one of the automatic sprinklers, with which the mill is well supplied, to commence playing water into the room. The cotton waste was damaged by fire and water, and the building to which the fire was confined was totally destroyed. The damage is estimated at about £1,000 to £1,500, and the companies concerned are the Eastern and China Fire.

able doubt, too, that the scheme will materially help to cut the Gordian knot of cheaper artisan tenements, as well as the equally serious one of overcrowding, in as much as it will enable the suburbs, where land is cheaper and rents lower, to be got at expeditiously and cheaply. On these grounds alone it appears worthy of support.

The French propose to have a commemorative model for the China expedition.

The 4th Gurkha Rifles are under orders to leave Shanghai for the north at an early date.

The Shanghai Mercury Co., Ltd., at its annual meeting last week announced a dividend of 10 per cent. for the whole year.

The P. & O. steamer *Benegal*, with the next English mail left Singapore on the 29th ult. at 4 p.m., and is expected here on the 4th inst. at about 4 p.m.

The local branch of the China Association intends, if the time can be found before Admiral Seymour's departure for home, to entertain him at a luncheon in his honour.

Mr. Harry B. Wilson, an assistant in the firm of Messrs. Guthrie and Co., and a member of the Siamese Consular Staff at Singapore, was drowned whilst bathing in the sea off Tanjong Katong on the evening of the 23rd ult.

Messrs. Jardine, Matheson and Co., Hunt and Co., Ballyer and Co., Bernard and Co., and J. M. Brandenstein and Co., have written to the President of the Japan Tea Guild, contradicting a report that they favoured the formation of a Tea Trust.

It is stated that the Ministers of Peking have sent an emphatic note to the Peace Commissioners demanding the immediate suppression of the Lien-chiang (Anti-Missionary Society) which has been lately very active throughout the province of Chihli. The organisation must be suppressed within a certain limited time, which is clearly specified in the Note.

A coal-coke was admitted to the Government Civil Hospital yesterday suffering from severe injuries sustained by a fall into the hold of a junk from which the steamer *Sikong* was being coaled.

Apart from plague last week the cases of communicable disease reported in the Colony were:—Enteric fever, 3 cases (one European, 2 Chinese), 2 deaths; puerperal fever, 2 cases (Chinese, one in the Harbour), one death.

"Take these bars away and I'll kill a regiment of you," shouted a drunken American, as he tagged at the bars of his cell at the Central Police Station yesterday. The invitation, needless to add, was not accepted.

We have received a letter, signed "Two Kwang," endorsing what we said about the necessity of a strong appointment to H. B. M. Consulate at Canton. The letter, however, is rather too powerfully worded to admit of its publication.

In these days of keen competition we find the Chinese are gradually entering the field in all branches of trade. Messrs. Dang Chee, Son & Co., of D'Aguilar Street and New South Wales, announce that they have opened a branch here to handle their colonial business.

H. M. S. *Hermione*, homeward bound, had a splendid *send off* yesterday morning from the men-of-war in the harbour, especially from the *Centurion*. We are informed that the crew will be transhipped at Malta, and the *Hermione* will be refitted there for another term on the China Station.

At the V.R.C. Kowloon, last night a water polo match took place between teams representing the Garrison and Field Battery, H.K.V.C. The Garrison team was the smarter, but lacked the combination of the Volunteers, who won by five goals to two. There was a large attendance of spectators.

At the Supreme Court yesterday, before His Honour A. G. Wise, Acting Chief Justice, Messrs. Bunker and Co., merchants, Queen's Road, sued Hu Wan Po and others for the sum of \$3,955.56, the balance due on goods sold and delivered. The action was undefended. His Lordship entered judgment for the plaintiffs, with costs.

The *Echo de Chine* in a leading article last week wrote:—There can be no question that we shall have before long to bring back our troops who are leaving China unques- tioned, since they are leaving her unpunished. At Tientsin there was a day or two ago a celebra- tion (?) of the anniversary of the siege of that city. We should not be at all surprised even to see this repeated next year, but with a change of scenery, the Boxers holding their meeting over the ruins of Gordon Hall, under the presidency of General Tung Fuhsiang.

The *Kobe Chronicle* of the 22nd ult. says that the assassination of Mr. Hoshi Tora at Tokyo on the previous day will recall the incident which led to the death in 1889 of Viscount Mori when Minister of Education, and to the bomb explosion in 1890, when Count Okuma, then Minister for Foreign Affairs, lost his leg. Both those statesmen, however, were in office at the time, while it is now some months since Mr. Hoshi surrendered his portfolio of the Department of Communications. Mr. Hoshi was Chairman of the Municipal Assembly, and was doubtless present at the meeting referred to in the telegram by virtue of his office when he was stabbed to the heart. Mr. Hoshi has played many parts in his time, and has for a considerable number of years been an object of interest to the public, so that his sudden death by the hand of an assassin forms a dramatic end to a stormy career.

While congratulating General O'Moore Creagh on his appointment to the command of the British Expeditionary Force in China, says the *N.C. Daily News*, we cannot but express the general and deep regret that the command of the British garrison in Shanghai could not have been made. General Creagh's *unfailing bonhomie* and *environs* have obviated any friction that might otherwise have arisen between the British troops and those of other Powers, and it is very much to his tact and amiability, seconded by his Orderly Officer, Major Watson, that the persistent good feeling that has existed here between the various contingents during the joint occupation of Shanghai is due.

The fever of stock speculation in New York has given rise to a new and startling fad. Stockbrokers and others suffering from the prevalent excitement recently discovered that oxygen is good for the nerves, and the news spread until the oxygen fad invaded fashionable society. Oxygen parties now threaten to become the rage. The gas is supplied in tanks, and the guests, lounging in comfortable chairs, inhale it through long tubes, like Turkish smoking, and enjoy the sensation of the blood tingling in their finger-tips and the feeling of mental exhilaration. The idea is said to have originated from Jules Verne's story, *Dr. O's Experiment*. Doctors ridicule it and say that in many cases serious consequences may follow.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 1st July, 8.16 p.m.

ANOTHER ABORTIVE SUICIDE.

A telegram from Hsiafu to-day states that Ching Sing's attempted suicide was abortive.

TAIYUANFU THREATENED.

Father Barnabas, Vicar-General at Taiyuanfu, writes on the 10th June, urging that a German force should come and protect Taiyuanfu against General Tung Fuhsiang.

GENERAL NEWS.

LONDON, 29th June, 6.50 p.m.

THE RUSSIAN MINISTER AT PEKING.

It is reported that M. de Giers has been appointed to Munich, and that M. Lessar, of Russo-Afghan frontier fame, is his probable successor at Peking. The *Daily Chronicle* describes M. Lessar as a warm admirer of England.

THE GERMAN BANK FAILURE.

The failure of the Leipziger Bank has caused the greatest excitement throughout Saxony. The managing directors have been arrested.

REUTER'S SERVICE.

LONDON, 29th June.

DECORATION FOR NAVAL NON-COMMISSIONED OFFICERS.

King Edward has approved of the institution of a decoration to be called the Conspicuous Service Cross, for Naval Non-Commissioned Officers performing distinguished services before the enemy.

THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 10 fresh plague cases (8 Chinese, one other Asiatic, and one European) and 8 deaths (Chinese). Last week's figures were—62 cases and 61 deaths, as against the previous weeks 155 cases and 152 deaths.

Miss Calcutt, the latest European patient, is doing well, and her temperature yesterday morning had gone down to normal.

Mrs. A. M. dos Remedios, a Portuguese, of No. 12, Belilos Terrace, has been admitted into the Kennedytown Hospital.

A Malay, by the name of Mahomed Juan, of 29, Irving Street, Jardine's Bazaar, has also been admitted as a patient.

A Chilean sailor named Hooto Malie has been discharged.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 1st July.

THE IMPROVEMENT OF MACAO.

In remarking on the recent sanitary improvement, which have been made in the city of Macao, in the notes published in the *Daily Press* of the 19th ult., reference was made particularly to the district of Wo-long and the vicinity of San Lazarro. It is pleasing to be able to follow so soon after with the news of another forward step in the movement in regard to the city improvement scheme. In the very heart of Chinatown, that is near where the bazaar is situated, lie the ruins of the old market-place, burnt down not many years ago. Whether through neglect, or through insufficiency of public funds, or through both, the fact remains that since the memorable fire nothing has been done to remove a standing danger to public health and a rebuke to civilisation—as the preamble of the expropriation proclamation rather forcibly puts it—constituted by these ruins and their insalubrious environment. Thanks to the regenerating influence of a progressive administrator and to the well-directed energies of the public works officials, the resumption of this district, popularly denominated the old bazaar of San Domingo, has at last been decided upon. Steps are being taken to carry it into effect. The proclamation of the Governor in Council, under the authority of which the expropriation is to be enforced, is published in the *Boletim Oficial* of the 8th June.

A NEW OBSERVATORIE.

Another item of news connected with public works is the approval of an expenditure of fifteen hundred dollars for the fitting up of the house adjoining the church in Penha for the purposes of a meteorological observatory. To what extent Government here act upon the suggestions of the Local Senate in public matters will be more readily appreciated when it is explained that the promising improvement in the meteorological service is the outcome of one of a series of recommendations embodied in the report drawn up by the Senate and presented to the Colonial National Congress in Lisbon. The report is dated the 15th February, 1901. The recommendations of the Senate in regard to this observatory are to the following effect:—

In Macao, where typhoons are frequent, a meteorological station is of much utility for the furnishing of weather forecasts to the seafaring community. One already exists here under the direction of the Harbour Master. Notwithstanding that, as a rule, the harbour masters of Macao have devoted much attention to this branch of their work, it must be conceded that these officers have neither the necessary permanence in their office nor yet time enough to devote seriously to meteorological studies. It is much to be desired that a meteorological observatory may be established in the hermitage of Fenhla, like those in Manila and Shanghai, equipped with like appliances and provided with an equally capable personnel. The observatories referred to are under the direction of members of the religious order of Society of Jesus, and have rendered great and important services in the cause of commerce and navigation. In Macao it will be easy to organise a similar observatory, relying upon members of the same religious order—the professors of the Seminario Diocesano—for its direction. In a short time, and with very little money, we shall be possessed of an observatory on all fours with those of Manila and Shanghai, with an efficient staff who will devote themselves exclusively to meteorological science and who will be in constant touch with the two celebrated observatories above-mentioned, thus supplying a want that is felt in South China, such an observatory will bring prestige and fame to the colony of Macao.

The Hongkong Observatory, under the skilled control of Dr. Deberck and his hard-worked staff, of so little consequence as to be a little thought of by the Portuguese senators, or has it, by inadvertence, escaped mention in the senators' report? Surely no reflection could have been intended on the Kowloon Observatory when it was stated that when Macao is furnished with a proper observation station the want of such an establishment in South China will have been supplied. The labours and researches, recorded in the voluminous publications issued from the office of the Government printers of Hongkong, of the English observatory in this part of the world have received too many encomiums from the scientific press and societies of Europe to need to be further extolled in the columns of local journals.

AN INTERESTING SITE.

The site where the contemplated observatory is to be equipped—Penha—derives its name from the Ermita de Nossa Senhora da Penha de Franca. This hermitage was erected on the western hill (the hill of "Lila") by the Augustine friars in 1822. Two years later the chapel was enlarged by subscription raised amongst the devotees. Inserted on a corner-stone, which can be seen in the church to-day, is the legend that it was re-erected in 1837. Such was the devotion of sea-farers to the Blessed Lady, to whom the church was dedicated, that it was the wont of Portuguese ships entering port to salute the hermitage with a few guns. Nor is this manifestation without its meaning; for in the palmy days of Portuguese shipping, trading in these waters the frail crafts employed by them were, not infrequently, overtaken "in their long and solitary way" by the storms and seas that waged their "unmitigable war," and it was at such times of distress that these wayfarers on the ocean made their vows to Nossa Senhora da Penha to save them from death or disaster. In fulfilment, therefore, of their promises, when they had escaped, the devotees would repair to Penha and by prayer and donations offer their thanksgivings. The feast of Nossa Senhora da Penha is still kept up every year. On the last occasion, on the 15th May, a brilliant illumination of the whole facade of the church with hundreds of Japanese

lanterns and the lighting up of the hills approach to the church by means of bonfires and the letting off of fireworks in the evening, marked the joyous festival of the patroness of the sea-faring people. The establishment of the observatory in Penha, associated as it is for many generations passed with the devotion of the shipping community, should augur well for a long career of usefulness.

AN UNCLAIMED AMERICAN.

In the month of April last, the newspaper of Hongkong recorded the death of a supposed American citizen by the name of Ralph Kirk, who it was surmised, met his end by drowning. The body of the deceased was found on the beach in Arca Preta, on the 6th April last. The unfortunate man was an utter stranger in the colony. A notification has been issued by the judicial authorities calling upon the heirs, creditors and others interested in the deceased to lay their claims for the property found on the person of Kirk. It consists of certain trinkets and other articles of jewellery of but little value.

NEW HARBOUR MASTER.

Capt. Albano Alves Branco, having arrived in the colony, has assumed the duties of harbour master, vice Captain Talone, deceased.

POLICE COURT.

Monday, 1st July.

BEFORE MR. HAZELAND.

INQUIRY INTO THE FIRE ON THE U. S. S. "ARTHUSA."

The enquiry into the cause of the fire in the shaft-tunnel of the U. S. S. *Arthusa*, tender to the United States Navy, in which ten men lost their lives was held yesterday at 2.30.

The first witness called was Dr. Bell, Acting Principal Civil Surgeon of the Colony.

Dr. Bell deposed to the fact of having examined some of the victims of the fire, and having admitted others injured into the Civil Government Hospital, who had since died from the effects of the injuries received.

The next witness was Police Sergeant Gordon No. 38, who stated that he heard of the fire having broken out aboard the U. S. S. *Arthusa* at 9.45 p.m. on the 25th ult., and went at once to the scene of the disaster. There he found several injured and two dead men. The dead he had conveyed to the Government Mortuary. Those of the injured who had not been taken away by their friends were attended by Dr. Buchanan of the steamer *Australia*, and he (the Sergeant) had them taken to the Government Civil Hospital. On the 25th ult., he found the dead body of Chan Yen Sin, aged 20, at No. 34 Baryard Street, which was taken to the mortuary, the same day he found one Chan Cheng, aged 18, at No. 3 Hill Street, badly burned, and sent him to the hospital. He also found the dead bodies of Fung Poi, aged 20, and Chan Hung, aged 26 at Nos. 5 and 5, respectively, Hill Street. On the 27th ult., he found Cheung Foo and Kwai Fung, of No. 76 Alberta Street, dead. All those were victims of the fire.

Mr. Monroe, First Assistant Engineer of the U. S. S. *Arthusa* deposed that on the 26th ult., between 8 and 9 p.m., as he came on deck, he noticed smoke issuing from the ventilator connecting with the shaft-tunnel, and immediately put on the hose and started the pumps. In about five minutes after the water was turned into the tunnel the fire was put out. As he ran aft to look down the shaft-tunnel he saw some men coming up. Their clothes were burning, and he pulled off as much of their clothing as he could to save them from further harm. He then went down into the tunnel with Mr. Wynne, a shipwright. They found the smoke very dense. He saw also fire where the tailow was lying. He saw a man lying there, and dragged him out, still alive, with the assistance of Mr. Wynne. They then went back again and pulled out two others.

His Worship—Did you see five men lying in the tunnel?

Mr. Monroe—No, Sir, only three. One was still alive, the other two dead.

His Worship—Did you get them on deck?

Mr. Monroe—Yes, Sir, Mr. Wynne and I carried them on deck.

Witness continuing stated that he and Mr. Wynne then went down again to find out the cause of the fire.

Sergeant Gordon at this stage showed his sketch of the shaft-tunnel and pointed out the places where the fire was supposed to have started and where the workmen were engaged at the time.

His Worship to Mr. Monroe: What did you find in the tunnel?

Mr. Monroe—One tin of copal varnish, a five gallon tin of "Japan Drier," one tin of linseed-oil, and fifteen pounds out of the thirty pounds of tallow supposed to have been there.

Mr. H. S. Wynne, shipwright at the Kowloon Docks, said:—

On the 25th ult., at 8.30 p.m., I was informed that there was a fire aboard the U. S. S. *Arthusa*. I immediately went to the scene of the fire and discovered that there were men in the shaft tunnel. I at once went down accompanied by the first assistant engineer. We came upon the body of a man, partly burned and still alive. I and the engineer took him up on deck. We then went below again and found two dead bodies which we also took up on deck. I was then asked to go down again and try to discover anything which might point to the origin of the fire, but I could find nothing.

His Worship: You have heard the suggestion about the copal varnish?

Mr. Wynne: Yes, Sir, but I did not see any. I heard afterwards that everything had been taken on deck except one.

His Worship: Did you hear of the statement made by one of the coolies, that a candle was dropped through a crevice into the hollow space between the deck of the shaft-tunnel and the ship's body?

Mr. Wynne: Yes, Sir.

His Worship decided to call the coolie next. He was accordingly sworn and stated as follows:—

My name is Chan Yen. I am a coolie, and was employed to assist the fitters on the ship where the fire broke out. A fitter was bending down with a candle in his hand, when he let it drop, and it fell down a crevice. Immediately there was an explosion and I saw the flames bursting up. I cried "Fire" several times and then went up the deck. I was the first to get on deck, two coolies following me.

His Worship: Did the explosion take place as soon as the candle dropped?

Chan Yen—Yes, at once.

At this point the master of the *Arthusa* stated that though he could understand with the coolies' statement as to what caused the fire, he did not think it feasible there having been an explosion. Even if there was a certain amount of oil and grease in the hollow space, a candle dropped down would not cause an explosion. The statement that such a place would point to the presence of gas beneath the shaft-tunnel deck, and how gas could remain when there was a crevice through

which a candle could drop was inexplicable; as everyone knew gas expands and would escape through such a crevice. On the other hand, the theory that the dropping of a candle down the crevice caused the fire was a very probable one, far more so, than the theory that the candle falling on the copal varnish caused the configuration. The following items are from the *P. & T.* twice of the 22nd June:—

The railway between Chingting-fu and Paoteng has resumed running.

It is reported that the provisional government intend making a market square round the Drum Tower.

The new Provincial Treasurer, Chou Fei, contemplates taking up his quarters in Paoteng for next month.

The Governor of Shensi desires to establish military posts from that Province to Paoteng for the protection of missionaries.

Viceroy Chang and Liu have jointly petitioned the Court to adopt the suggestion concerning reform made in 1898.

Good cash is becoming scarce owing to the being bought up and converted into inferior cash, that their ratio is 700 to 1,000.

It is reported that some brigands attacked and robbed the Provincial Government bank at Hainan a few nights ago, but the truth is doubtful.

The Chinese police in Peking have been extorting money and torturing their victims to such an extent that the matter is being strongly gone into.

The station of the foreign Ministers is being drawn to the increasing "Allied Villagers" movement, and they have demanded that the rising be suppressed within a certain time.

Two native Christians imprisoned by the P. G. for extorting money, having served their time have been released, and it is stated that they are now extorting money with renewed vigour.

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4
NEW ADVERTISEMENTS

DANG CHEE, SON & CO.,
IMPORT and EXPORT MERCHANTS,
6, D'AGUILAR STREET.

BRANCH—N.S.W., AUSTRALIA.
Hongkong, 2nd July, 1901. [164]

WANTED.

FROM OCTOBER next for 9 months, or a
year, a FURNISHED HOUSE in
KOWLOON.
Apply, stating particulars, to
"K."
Care of Daily Press Office.
Hongkong, 2nd July, 1901. [1650]

NOTICE OF REMOVAL.

WE have This Day Temporarily Moved
our Office from No. 4, Queen's Road
Central to No. 1, DUDDELL STREET,
underneath Messrs. WENDT & CO.,
J. M. STEVENS & CO.
Hongkong, 1st July, 1901. [1659]

NOTICE.

THE GREEN FOOTBALL SHIRTS
sent to Mr. ROSS for the Scotch Team
in the Match Scotland v. The World at the close
of last season not having been returned, any
player in possession of the same is requested
to return them to the Officer Commanding
E Company, R.W.F., Murray Barracks.
Hongkong, 2nd July, 1901. [1658]

TO LET.

WITH BOARD, BEDROOM and PRI-
VATE BATH in exceptionally cool,
well-appointed houses. Location First Class.
Suitable for Married Couple or Bachelor.
SOLANO,
Care of Daily Press Office.
Hongkong, 2nd July, 1901. [1663]

PRELIMINARY NOTICE.

DURING the course of the next month
(July), a Public Auction will be held at
Tientsin of a large number of Animals hitherto
employed by the German Expeditionary Force
in North China, comprising
AUSTRALIAN and AMERICAN
SADDLE and DRAUGHT HORSES, BIG
AMERICAN MULES, CHINESE MULES,
and CHINESE PONIES.

Intending buyers are specially requested to
communicate with the Undersigned (care of Club
Concordia, Tientsin), who has been
appointed Selling Agent.

A fair amount of SADDLERY will probably
also be put up for sale at the same time.
Further details will follow.

YON CALATIN,
Tientsin, 26th June, 1901. [1661]

NOTICE.

THE attention of the community is drawn
to the fact that SIGNATURE SHEETS
are to be attached to a Petition to the Right
Honourable the Secretary of State for the
Colonies, asking for the Appointment of a Com-
mission to Inquire into the Sanitary Condition
of Hongkong, etc., are open for Signature at
the following places:—

Messrs. A. S. Watson & Co., Ltd.

Messrs. Kelly & Walsh, Ltd.

Messrs. Lane, Crawford & Co.

Messrs. Brewster & Co.

Messrs. Childs, Macgregor & Co.

The Robinson Piano Company, Ltd.

The Victoria Dispensary.

Messrs. Watkins, Ltd.

The Hongkong Hotel, Ltd.

The Peak Hotel.

The Hongkong Daily Press Office.

H. Ruttonjee, Kowloon Stores.

Copies of the Petition may also be seen at
the above.

Hongkong, 2nd July, 1901. [1662]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAUPO."

Will be despatched for the above ports
TO-MORROW, the 3rd inst., at 5 P.M.

For Freight or Passage, apply to

DOUGLAS LAFAIK & CO.,
General Managers.

Hongkong, 2nd July, 1901. [1663]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"DEUCALION."

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the God-
owns of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will lie at Consignee's risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 3rd instant.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.

Goods undelivered after the 8th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 9th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st July, 1901. [165]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamship
"ACILLA."

Captain von Döhren, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before Noon,
TO-DAY.

Any Cargo impeding her discharge will be
lashed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd., and stored at
Consignee's risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 8th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st July, 1901. [1664]

NEW ADVERTISEMENTS

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ACILLA."

Captain von Döhren, will be despatched for the
above ports TO-MORROW, the 3rd inst., at 5 P.M.

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TO LET.

"HAITAN."

Captain von Döhren, will be despatched for the above
ports TO-MORROW, the 3rd inst., at 5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 1st July, 1901. [1657]

NOTICE.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA."

Captain G. T. Blaxland, will be despatched to the
above ports MONDAY, the 8th inst., at 5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.

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General Managers.

Hongkong, 1st July, 1901. [1657]

NOTICE.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,
KARACHI, ADEN, SUEZ, PORT
SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE
ADRIATIC PORTS)

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will be despatched as
above on WEDNESDAY, the 17th inst., P.M.

Silk and Valuables are transhipped on
arrival at Bombay into an accelerated line.

For information as to Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 1st July, 1901. [1651]

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Will be despatched for the above ports
TO-MORROW, the 3rd inst., at 5 P.M.

For Freight or Passage, apply to

DOUGLAS LAFAIK & CO.,
General Managers.

Hongkong, 2nd July, 1901. [1663]

NOTICE.

THE H.A.L. Steamship
"ACILLA."

Captain von Döhren, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before Noon,
TO-DAY.

Any Cargo impeding her discharge will be
lashed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd., and stored at
Consignee's risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 8th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st July, 1901. [1664]

NEW ADVERTISEMENTS

TO LET.

IMMEDIATE POSSESSION, ONE
LARGE GODOWN, No. 85, PEATA
EAST.

Apply to—

I. P. MADAR,
Victoria Hotel,
Hongkong, 8th June, 1901. [1650]

TO LET.

N° 2, QUEEN'S GARDENS, till 15th
August, 1901, FURNISHED.

Apply to—

S. J. DAVID & CO.,
Hongkong, 8th June, 1901. [1651]

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13, Queen's Road Central. Family and
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also colouring Photos and relief Photos.
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Road Central.

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HIS MARCK & CO.,
Navy Contractors, Ship Chandlers,
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Sailmakers, Riggers, Commission Agents
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hound Brand") and Blundell
Spence & Co.'s Composition.

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Opposite Kubo's Carlo Store.

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Imports of the Best Manila Cigars; 25,
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MR. N. LAZARUS,
Optician, of London and Calcutta,
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ending in serious forms of disease. Glasses
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them save and preserve the sight.

Constantly recurring headaches, spells of
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Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

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ALL those Companies and/or Firms
interested in the Cargo of the S. S.
"HAINAN" are requested, if they have not
already been in communication with the under-
signed, to send in the amount of their loss by
the above-named steamer to the undersigned
on or before FRIDAY, the 5th of July, 1901.

The undersigned will not acknowledge any
Claims sent in after that date.

SIEMSEN & CO.,
Agents.

UNION OF HAMBURG UNDER-
WRITERS.

Insurers of Hull and Machinery of
S. S. "HAINAN".
Hongkong, 21st June, 1901. [1856]

THE ORGANISATION OF THE
WAR OFFICE.

[FROM A MILITARY CORRESPONDENT.]

The question of the re-organisation of the
War Office, that hasty military annual that
flowers with every fresh Parliament and every
new War Minister, is to be left in abeyance for
the present in order that the new Commander-in-Chief
may be allowed a voice in the matter, a voice that at present would have less weight
than later, owing to Lord Robert's want of
experience of Pall Mall. This is as it should be,
for the subject is an extremely difficult one, and
not to be settled off-hand by a youthful
legislator or military amateur.

TWO SEPARATE QUESTIONS.

It is a question dependent for its right
solution upon an intimate knowledge, not only of
our military system—a knowledge possessed
by few soldiers, and still fewer civilians—but
of the British Constitution, with which it is
and must be closely involved. No one who
has not had some actual experience of the
various departments in Pall Mall is qualified
to give a decision upon the matter, and
until the new Commander-in-Chief has
become familiar with his surroundings it is
as well that any decided change should be postponed.

The War Office is about the best-arranged
Government Office in England, but it has its
good points, and these should not be altered.

There are two separate questions connected
with our Army which are too often confused.

One by those who pose as authorities, namely
Army organisation, and War Office organisation—
questions that have not necessarily any
connection. We may have an excellent Army
system but a bad War Office, or vice versa, we
may have a good War Office system but a badly
organised Army. In regard to each, we have to
do with a set of circumstances not paralleled in
any other country. The Army system has to be
formed on a basis of voluntary enlistment, and
large standing garrisons outside these shores;
the War Office has to fall in with a rigid
Parliamentary control and a constitutional form
of government.

6. ENEMY AND FRANCE.

Take Germany, for instance. Here we find a
head of the State who is far more than an actual
Commander-in-Chief. Under him are a number
of departments—the Adjutant-General's dealing
with drill, discipline, and training; the
Quartermaster-General's dealing with barracks,
movements, food, transport, supply, etc.; the
Artillery and Ordnance, dealing with guns and
munitions of war; the Engineer department,
dealing with fortifications and engineering;
and, finally, a department variously named,
dealing with intelligence and the preparation
of plans of campaign. The financial branch
is generally separate from the military side. This
organisation holds, with slight modifications
of detail, in every Continental War Office; until
quite recently it held with us, although we have
never given to the Intelligence Department the
importance it assumes under the name of the
General Staff, in Germany and elsewhere. But
in 1895 our system, which—as regards the
military side of the War Office—had hitherto
approximated to this system of all other War
Offices in which the Commander-in-Chief is
supreme—was changed, and the Commander-in-Chief
himself became merely a head of a
department, and not even of the most important
department.

THE EUROPEAN SYSTEM.

In every War Office the military side is
similarly organised. There is over all the
Commander-in-Chief. Under him are a number
of departments—the Adjutant-General's dealing
with drill, discipline, and training; the
Quartermaster-General's dealing with barracks,
movements, food, transport, supply, etc.; the
Artillery and Ordnance, dealing with guns and
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Hongkong, 18th January 1898. [2559]

deal of nonsense is talked about the difficulty
the War Minister would have under the system
I advocate—the universal system of every War
Office, and of our own till quite lately—in con-
sulting anyone beside the Commander-in-Chief.
That is because the difference between consulta-
tive and executive functions is not understood.
There is no reason why the Minister should not
be assisted in all the larger matters of military
administration by a council consisting of the
Commander-in-Chief and the heads of the
military and civil departments of the War
Office, but in the execution of the measures or
the general policy determined at such a council
as in the field we cannot have half a dozen
heads, but one, who will order his cavalry here,
his artillery there, his infantry elsewhere, and
dispose of his departments—in transport sup-
plies, hospital, and stores in consonance with
the conclusions arrived at, perhaps at a council of
war, at which all the heads of departments and
leading generals have been present.

1. A SUGGESTION.

The question of the re-organisation of the
War Office, that hasty military annual that
flowers with every fresh Parliament and every
new War Minister, is to be left in abeyance for
the present in order that the new Commander-in-Chief
may be allowed a voice in the matter, a voice that at present would have less weight
than later, owing to Lord Robert's want of
experience of Pall Mall. This is as it should be,
for the subject is an extremely difficult one, and
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| LONDON & ANTWERP | GLENSKE | Brit. str. | | J. Kafferty | BUTTERFIELD & SWINE | On 11th inst. |
| LONDON | PROMETHEUS | Brit. str. | | G. W. Gordon, R.N.E. | P. & O. S. N. Co. | On or about 13th inst. |
| LONDON | JAVA | Brit. str. | | | BUTTERFIELD & SWINE | On 23rd inst. |
| LONDON | ALCINOUS | Brit. str. | | | BUTTERFIELD & SWINE | On 6th August. |
| LONDON | PELEUS | Brit. str. | | | BUTTERFIELD & SWINE | On 15th inst. |
| LIVERPOOL DIRECT | GLAUCUS | Brit. str. | | P. Lemeschless | MELCHERS & CO. | On 11th inst. at Noon. |
| BREMEN, VIA PORTS OF CALL | KIATSUCHOU | Ger. str. | | J. B. McMillan | NIPPON YUSEN KAISHA | On 12th inst. at Daylight. |
| MARSEILLES, LONDON & ANTWERP, V. SPOE, &c. | WAKABA MARU | Ger. str. | | Schmidt | HAMBURG-AMERIKA LINIE | On 12th inst. |
| HAVRE, BREMEN & HAMBURG | SAMBA | Ger. str. | | Schroeder | HAMBURG-AMERIKA LINIE | On 26th inst. |
| HAVRE & HAMBURG | WEIERZBURG | Ger. str. | | v. Döhren | HAMBURG-AMERIKA LINIE | On 9th August. |
| HAVRE & HAMBURG | ACILLA | Ger. str. | | Porzelius | HAMBURG-AMERIKA LINIE | On 10th September. |
| HAVRE & HAMBURG | ALEXANDRIA | Ger. str. | | | DODWELL & CO., LIMITED | On 10th September. |
| HAVRE & HAMBURG | SIBIRIA | Brit. str. | | | JARDINE, MATHERSON & CO. | On or about 2nd inst. |
| NEW YORK VIA PORTS & SUZ CANAL | LOWTHER CASTLE | Brit. str. | | Williamson | SHEWAN, TOMEY & CO. | On 10th inst. |
| NEW YORK VIA SUZ CANAL | INDRANI | Brit. str. | | | CARLOWITZ & CO. | On or about 1st August. |
| NEW YORK | ABEZA | Amer. ship. | | Borbovich | SANDER, WIELER & CO. | Quick despatch. |
| TRIESTE &c. VIA PORTS OF CALL | L. SCHEFF | Amer. str. | | G. D. Bowles, R.N.E. | CANADIAN PACIFIC R. CO. | On 17th inst. P.M. |
| VANCOUVER, VIA MOJI, &c. | MARIA VALEBIE | Amer. str. | | H. P. Bowles, R.N.E. | CANADIAN PACIFIC R. CO. | Quick despatch. |
| VANCOUVER, VIA SHANGHAI, &c. | EMPERESS OF JAPAN | Brit. str. | | F. McNair | DODWELL & CO., LIMITED | On 17th inst. |
| VICTORIA B.C. & TACOMA, VIA SHANGHAI, &c. | QUEEN ADELAIDE | Brit. str. | | M. J. Currow | NIPPON YUSEN KAISHA | On 8th inst. |
| VICTORIA B.C. & SEATTLE | IZUMI MARU | Jap. str. | | G. A. Rodway | JARDINE, MATHERSON & CO. | On or about 6th inst. |
| PORTLAND (O.R.) | KAISSOW | Brit. str. | | | SHEWAN, TOMEY & CO. | On 12th inst. at Noon. |
| SAN FRANCISCO VIA SHANGHAI, &c. | INDEAPURA | Brit. str. | | | TOYO KISEN KAISHA | On 13th inst. at Noon. |
| SAN FRANCISCO VIA AMOY, SHANGHAI, &c. | AMERICA MARU | Jap. str. | | | PACIFIC MAIL S. S. CO. | On 6th inst. |
| AUSTRALIAN PORTS | CITY OF PEKING | Amer. str. | | | BUTTERFIELD & SWINE | On or about 14th inst. |
| AUSTRALIAN PORTS | TAIWAN | Brit. str. | | | BUTTERFIELD & SWINE | On 24th inst. at 4 P.M. |
| AUSTRALIAN PORTS | AUSTRIAN | Brit. str. | | | GIBB, LIVINGSTON & CO. | On 26th inst. at 4 P.M. |
| YOKOHAMA, MOJI & KOBE | YAWATA MARU | Brit. str. | | | NIPPON YUSEN KAISHA | To-day. |
| YOKOHAMA & KOBE | TSIRAN | Ger. str. | | | BUTTERFIELD & SWINE | To-morrow, at 5 P.M. |
| KOBE & YOKOHAMA | ACILLA | Jap. str. | | | HAMBURG-AMERIKA LINIE | On 5th inst. at Daylight. |
| KOBE & YOKOHAMA | KAWACHI MARU | Jap. str. | | | NIPPON YUSEN KAISHA | On 6th inst. at 3 P.M. |
| KOBE & YOKOHAMA | TSURUHIKO MARU | Jap. str. | | | JARDINE, MATHERSON & CO. | On 19th inst. at Daylight. |
| KOBE & YOKOHAMA | BINGO MARU | Jap. str. | | | NIPPON YUSEN KAISHA | On 19th inst. at Noon. |
| NAGASAKI, KOBE & YOKOHAMA | KASUBA MARU | Jap. str. | | | NIPPON YUSEN KAISHA | On 10th inst. |
| KOJI, KOBE & YOKOHAMA | KWEIYANG | Brit. str. | | | BUTTERFIELD & SWINE | On or about 3rd inst. |
| TIENTSIN | ANNAK | Fren. str. | | | MESSAGERIES MARITIMES | On or about 5th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | BENGAL | Brit. str. | | | P. & O. S. N. CO. | On 6th inst. |
| SHANGHAI | WOOSUNG | Brit. str. | | | BUTTERFIELD & SWINE | On or about 18th inst. |
| SHANGHAI, POET ARTHUR, CHEFOO, &c. | HISIEH-HO | Brit. str. | | | SEIMSEN & CO. | Quick despatch. |
| SHANGHAI & JAPAN | DANCA | Brit. str. | | | GIBB, LIVINGSTON & CO. | On 10th inst. |
| SHANGHAI, PORT ARTHUR & VSTOCK | MAIDZURO MARU | Jap. str. | | | NIPPON YUSEN KAISHA | On 24th inst. at 4 P.M. |
| ANPING, VIA SWATOW & AMOY | ANPING MARU | Jap. str. | | | BUTTERFIELD & SWINE | On 26th inst. at 4 P.M. |
| FOOCHOW VIA SWATOW & AMOY | DAIJIN MARU | Brit. str. | | | GIBB, LIVINGSTON & CO. | To-morrow, at Daylight. |
| TAMSUI VIA SWATOW & AMOY | HAILOONG | Brit. str. | | | NIPPON YUSEN KAISHA | On 6th inst. at 3 P.M. |
| SWATOW | HAITAI | Brit. str. | | | JARDINE, MATHERSON & CO. | On 19th inst. at Daylight. |
| SWATOW | PEBLA | Brit. str. | | | NIPPON YUSEN KAISHA | On 19th inst. at Noon. |
| MANILA DIRECT | TAIWAN | Brit. str. | | | NIPPON YUSEN KAISHA | On 10th inst. |
| MANILA | CATHERINE APCAR | Brit. str. | | | | |
| SINGAPORE, PENANG & CALCUTTA | KAGOSHIMA MARU | Jap. str. | | | | |

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| JUNE 30. CLAVERING, British transport, 2,155, John Barker, Calcutta 15th June, Government Stores.—DODWELL & CO., LTD. | "LOWTHER CASTLE" | PROPOSED SAILINGS FROM HONGKONG. |
| JUNE 30. FUSHUN, British str., 6,500, W. H. Lunt, Shanghai 27th June, General.—C. M. S. N. CO. | "HUDSON" | "1st Aug." |
| JULY 1. HANOU, French steamer, 708, Merle, Huphong 23rd June and Hoihow 30th, General.—A. R. MARTY. | "HEATHBURN" | "JULY 1." |
| JULY 1. CENTURION, British Battleship, 10,500, Jolicoe, Weihaiwei 23rd June. | "JUPITER" | "SATSUMA" |
| JULY 1. HALOONG, British steamer, 783, H. Butcher, Haiphong and Hoihow 30th June, Rice.—DOUGLAS LAPRAK & CO. | "TARTAR" | "Calling at MANILA." |
| JULY 1. TAISANG, British str., 1,534, Bradley, Shanghai 26th June and Swatow 30th, General.—JARDINE, MATHERSON & CO. | For Freight and further information, apply to DODWELL & CO., LTD. | REGULAR STEAMSHIP SERVICE TO NEW YORK. |
| JULY 1. ROCKLIGHT, British str., 1,126, Welch, Shanghai 26th June, Ballast—ARXHOLD, KABERG & CO. | "ANPING MARU" | PROPOSED SAILINGS FROM HONGKONG. |
| JULY 1. SULLIVAN, German str., 782, J. J. Newchwang 22nd June and Chefoo 23rd, General.—SEIMSEN & CO. | Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 3rd July, at DAYLIGHT. | SUBJECT TO ALTERATION. |
| JULY 1. FOOCHOW, British str., 1,109, Dowson, Shanghai 27th June and Swatow 30th, General.—BUTTERFIELD & SWINE. | For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. | STEAMERS. |
| JUNE 30. SAN ANTONIO, American str., 500, Hamilton, Shanghai 27th June. | Hongkong, 24th May, 1901. [1698] | DESTINATIONS. |
| CLEARANCES. | THE OSAKA SHOSEN KAISHA, LIMITED. | SAILING DATES. |
| AT THE HARBOUR MASTER'S OFFICE. | FOR FOOCHOW VIA SWATOW AND AMOY. | SAMBIA { HAVRE, BREMEN & HAMBURG } On 12th July. Freight. |
| 1ST JULY. | THE Company's Steamship | Capt. Schmidt { (Calling at Singapore and Colombo) } On 26th July. Freight. |
| BERALDER, British str., for Nagasaki. | "ANPING MARU" | WUERZBURG { HAVRE & HAMBURG } On 9th Aug. Freight. |
| DEUTSCH, British str., for Shanghai. | Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 3rd July, at DAYLIGHT. | CACILLA { HAVRE & HAMBURG } On 9th Aug. Freight. |
| KWANGHUA, British str., for Houghay. | For Freight or Passage, apply to DOUGLAS LAPRAK & CO. | ALEXANDRIA { HAVRE & HAMBURG } On 2nd Sept. Freight. |
| MARIA KOLL, German str., for Chiweichow. | Hongkong, 19th June, 1901. [1919] | SIRIBIA { HAVRE & HAMBURG } On 10th Sept. Freight and Passage. |
| CUSTINA, German str., for Saigon. | FOE, SINGAPORE, PENANG AND CALCUTTA. | Capt. Porzelius { (Calling at Singapore and Colombo) } For Further Particulars, apply to |
| DEPARTURES. | THE Steamship | HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1. |
| JUNE 30. SILESSA, German str., for Yokohama. | "CATHERINE APCAR," Captain J. G. Olifent, will be despatched for the above ports TO-MORROW, the 3rd July, at 3 P.M. | PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. |
| JUNE 30. TAILEE, German str., for Swatow. | For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents. | STEAMERS. |
| JUNE 30. TELEMACUS, British str., for Saigon. | Hongkong, 27th June, 1901. [1698] | DESTINATIONS. |
| JULY 1. SYDNEY, French str., for Europe. | COMPAGNIE DES MESSAGERIES MARITIMES | SAILING DATES. |
| JULY 1. JAGUAR, German gunboat, for Foochow. | PAQUEBOTS-POSTE FRANCAIS | SAMBIA { KOBE and YOKOHAMA } Friday, DAYLIGHT. |
| JULY 1. HERMIONE, British cruiser, for Home. | FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA. | VICTORIA, B.C., and SEATTLE { U.S.A., VIA SHANGHAI, MOJI, KOBE, and YOKOHAMA } Monday, 5th July, at 4 P.M. |
| JULY 1. S. V. LANGHAT, Dutch str., for Aroe Bay. | THE Company's Steamship | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID { FRIDAY, 12th July, at DAYLIGHT } |
| JULY 1. HANSA, German str., for Saigon. | "ANAN," Captain Sellier, will be despatched for the above ports on or about WEDNESDAY, the 3rd July, instead of as previously notified. | MOJI, KOBE and YOKOHAMA { TUESDAY, 16th July, at NOON } |
| JULY 1. OHL, British str., for Katchinatow. | For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. | KOBE and YOKOHAMA { FRIDAY, 19th July, at DAYLIGHT } |
| JULY 1. FUSHUN, British str., for Canton. | Hongkong, 1st July, 1901. [2] | BOMBAY, VIA SINGAPORE and COLOMBO { FRIDAY, 19th July, at NOON } |
| JULY 1. HISTEN HO, British str., for Canton. | THE EAST ASIATIC COMPANY, LIMITED. | KAGOSHIMA MARU { NAGASAKI, KORE and YOKOHAMA } FRIDAY, 19th July, at NOON } |
| VESSELS IN DOCK. | NOTICE TO SHIPPERS. | KASUBA MARU { HAMANA and SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, and TOWNVILLE, and BRISBANE } FRIDAY, 26th July, at 4 P.M. |
| 1ST JULY. | FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOCK. | YAWATA MARU { (TOWNVILLE and BRISBANE) } FRIDAY, 26th July, at 4 P.M. |
| ABERDEEN DOCKS.—Marchal de Villars. | THE Company's Steamship | Through Passengers and Tickets on Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. |
| KOWLOON DOCKS.—Juno, Union, Iris, Hailan, St. Lucia, Suzak, Australian, Arthur, Kohlshang, Keungwei. | "S.I.A.M." | For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Carter road. |
| THE METROPOLITAN DOCK.—Colonies, Munchen, Simonian. | MELCHERS & CO., Agents. | A. S. MIHARA, Manager. |
| SHIPPING REPORTS. | Hongkong, 27th June, 1901. [1698] | [13] |

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

- C. APCAR, British str., J. G. Olifent.—David SASSOON, Sons & Co.
- MANUEL LILAGUNO, Amer. ship, Nicholas Standard Oil Co.
- SEA WITCH, American ship, Howes.—Master.

VESSELS ADVERTISED AS LOADING.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SPEED. SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.E. WEDNESDAY, 17th July, 1901.

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.E. WEDNESDAY,

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

OUTWARDS.

| FROM | STEAMERS | ON |
|-----------------------|-------------|-------------|
| GLASGOW and LIVERPOOL | "PATROCLUS" | 10th July. |
| GLASGOW and LIVERPOOL | "STENTOR" | 23rd July. |
| GLASGOW and LIVERPOOL | "TANTALUS" | 29th July. |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | 7th August. |

HOMEBWARDS.

| FROM | STEAMERS | ON |
|------------------|-------------|------------|
| LONDON | "PHOMETHUS" | 11th July. |
| LONDON | "ALCINOUS" | 23rd July. |
| LONDON | "PELEUS" | 6th Aug. |
| LIVERPOOL DIRECT | "GLAUCUS" | 15th July. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 28th June, 1901.

[16]

CHINA NAVIGATION CO.,
LIMITED.

| | STEAMERS | TO SAIL. |
|---------------------------|------------|---------------------|
| YOKOHAMA, KOBE and MOJI | "TSINAN" | 2nd July. |
| BRISSANE, SYDNEY and MEL- | "TAIYUAN" | 6th July. |
| BOULNE | "WOOSUNG" | 6th July. |
| SHANGAI | "KWEIYANG" | 10th July. |
| TIENTSIN | "TAIWAN" | or about 14th July. |
| MANILA | | |
| PORT DARWIN, THURSDAY | "TAIWAN" | or about 14th July. |
| ISLAND, COOKTOWN, TOWN- | | |
| SVILJIE, BRISBANE, SYDNEY | | |
| and MELBOURNE | | |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th June, 1901.

[16]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Thursday, July 4, 1901, at Noon, Kobe, Inland Sea, Yokohama, and Honolulu) to SAN FRANCISCO, Tuesday, July 30, 1901, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Tuesday, July 30, 1901, at Noon, Kobe, Inland Sea, Yokohama, and Honolulu) to SAN FRANCISCO, Saturday, Aug. 24, 1901, at DAYLIGHT.

NIPPON MARU (via Shanghai, Nagasaki, Saturday, Aug. 24, 1901, at Noon, Kobe, Inland Sea, Yokohama, and Honolulu) to SAN FRANCISCO, Tuesday, July 30, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU"

will be dispatched for SAN FRANCISCO via SHANGAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 4th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atland and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atland and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 12th June, 1901.

[5]

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

THE Steamship

"INDRANI"

will be dispatched for the above port on or about 10th July, 1901.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 14th June, 1901.

[1273]

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S. S. CO. OCCIDENTAL & ORIENTAL S. S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|-------------------------------|
| "CITY OF PEKING" | SATURDAY, 13th July, at NOON. |
| "GAELIC" | TUESDAY, 23rd July, at NOON. |
| "CHINA" | TUESDAY, 6th Aug., at NOON. |
| "DORIC" | THURSDAY, 15th Aug., at NOON. |
| "PERU" | SATURDAY, 31st Aug., at NOON. |
| "COPTIC" | TUESDAY, 10th Sept., at NOON. |

THE P. M. S. S. CO.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan

TO UNITED STATES AND CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

[3-1]

Hailan, French steamer, 377, Merlees, June 9, A. R. Mart

Hailong, British str., 783, Bathurst, July 1, Douglas Lapraik & Co

Hainan, French steamer, 788, Merlees, July 1, A. R. Mart

Jacob Diederichsen, Ger. str., 623, Riske, June 29, Jebens & Co

Kashin, British str., 1,158, Sanderson, June 16, Butterfield & Swire

Keongkai, German str., 1,115, Riegen, June 25, Melchers & Co

Kohsichang, German str., 1,291, Louis, June 18, Butterfield & Swire

Kwongsang, British str., 989, Arthur, June 25, Jardine, Matheson & Co

Lokang, British steamer, 979, Leask, June 28, E. S. Wrey, Bart, at Hankow

Lorraine, British str., 1,158, Sanderson, June 16, Butterfield & Swire

Lourou, German str., 1,126, Welsh, June 21, Butterfield & Swire

Lourou, German str., 1,245, Schuld, June 24, Siemsen & Co

Loyal, German str., 1,237, Wiedlich, June 28, Sander, Wieland & Co

Mara Koh, German str., 2,766, Kraest, June 27, B. M. Kaisho

Mausang, British str., 1,643, Welsh, June 21, Jardine, Matheson & Co

Munich, German str., 4,691, Krebs, May 28, Melchers & Co

Nanshan, British str., 1,299, Jones, June 27, Bradley & Co

Oak Branch, British str., 2,064, Scheil, June 12, Dodwell & Co, Limited

Queen Adelaide, Brit. str., 1,835, McNair, June 21, Dodd, Dodwell & Co, Limited

Rocklight, British str., 1,126, Welch, July 1, Arnhold, Karsberg & Co

San Antonio, Amer. str., 500, Hamilton, July 1, Order

Simongan, Dutch str., 1,818, Sandman, April 18, Chinese

Sullivans, German str., 782, Jessen, July 1, S. I. S. & Co

Taisang, British str., 1,544, Bradley, July 1, Jardine, Matheson & Co

Taiman, British str., 1,460, Anderson, June 25, Butterfield & Swire

Wongkai, German str., 1,103, Hardling, June 29, Melchers & Co

Wongkai, German str., 611, Lorenzen, June 30, J. S. & Co

Yatong, British str., 2,364, Coul, June 17, Standard Oil Co

Zhang, German str., 3,507, Goings, June 27, T. G. F. C. & Co

Anping, Mar., 1,038, Atsumi, June 20, T. G. F. C.

POST OFFICE NOTICES.

The American with the French Mail of the 31st May, left Saigon on Sunday, the 30th ult., at 2 p.m., and is to expect a direct to-morrow. This packet brings replies to letters despatched from Hongkong on the 27th April.

MAILS WILL CLOSE.

| FOR | PER | DAY AND HOUR. |
|--|---|---|
| Canton | Hankow | Tuesday, 2nd, 4.00 A.M. |
| Macao | Haengsha | Tuesday, 2nd, 4.15 P.M. |
| Yokohama and Kobe | Taiwan | Tuesday, 2nd, 4.00 P.M. |
| Swatow, Amoy and Foochow | Aiping Maru | Tuesday, 2nd, 5.00 P.M. |
| Canton | Towon | Wednesday, 3rd, 2.00 P.M. |
| Singapore, Penang and Calcutta | C. Apear | Wednesday, 3rd, 5.00 P.M. |
| Yokohama and Kobe | Aclia | Thursday, 4th, Registration |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO | (Supplementary mail on board up to the time fixed for departure of the mail.) | 10.00 A.M. |
| Europe, &c., India via Taticeriu | America Maru | Letters, 11.00 A.M. |
| (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) | Taiyuan | Saturday, 6th, 10.00 A.M. |
| Brisbane, Sydney and Melbourne | Chusan | Circulars, 8.00 A.M. |
| Europe, &c., India via Taticeriu | Haich-ho | Registration, 10.00 A.M. |
| (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) | Taiwan | (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| Shanghai, Port Arthur, Chefoo & Newchwang | Wewung | Papers, 10.30 A.M. |
| Kobe | Twinkul Mura | Letters, 11.00 A.M. |
| Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma | Queen Adelade | Saturday, 6th, 2.00 P.M. |
| Tientsin | Kuekiyang | Saturday, 6th, 4.00 P.M. |
| Europe, &c., India via Taticeriu | Khantschou | Monday, 24th, 11.00 A.M. |
| (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) | Taiwan | Wednesday, 10th, 4.00 P.M. |
| Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne | Empress of Japan | Thursday, 11th, 10.00 A.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. | (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | Registration, 10.00 A.M. |

TO-MORROW.

Concert, Volunteer Parade Ground, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

1st July.

| ON LONDON.— | TELEGRAPHIC TRANSFER | 1/11 th |
|--|-----------------------|-------------------------------------|
| Bank Bills, on demand | 1/11 th | Bank Bills, at 30 days sight |
| Bank Bills, at 4 months' sight | 1/11 th | Credits, at 4 months' sight |
| Credits, at 4 months' sight | 1/11 th | Documentary Bills, at 90 days sight |
| ON PARIS.— | Bank Bills, on demand | 2/46 th |
| Bank Bills, on demand | 2/50 th | Bank Bills, at 60 days sight |
| ON GERMANY.— | On demand | 1/92 th |
| ON NEW YORK.— | Bank Bills, on demand | 4/73 th |
| Credits, 60 days sight | 4/83 th | ON BOMBAY.— |
| ON CALCUTTA.— | Telegraphic Transfer | 4/47 th |
| Bank, on demand | 4/47 th | Bank, on demand |
| ON SHANGHAI.— | Bank, at sight | 4/73 th |
| Private, 30 days' sight | 4/73 th | ON YOKOHAMA.— |
| ON MANILA.— | On demand | 5/1 st p.m. |
| ON SINGAPORE.— | On demand | 2/1 st p.m. |
| ON BATAVIA.— | On demand | 3/1 st p.m. |
| ON PHAPONG.— | On demand | 2/1 st p.m. |
| ON SAIGON.— | On demand | 2/1 st p.m. |
| ON BANGKOK.— | On demand | 5/9 th |
| SOVEREIGNS, Bank's Buying Rate | \$10.15 | Malva New |
| COLD LEAD, 100 fine, per ton | \$52.30 | Malva Old |
| BAR SILVER, per oz. | 274 | Malva Old |
| OPIUM. | 1st July. | P. P. per wrapped. |
| Quotations are— Allowances to 1 catty. | | Persian fine quality |
| Malva New | \$830 | Persian extra fine. |
| Malva Old | \$860 | Patna New |
| P. P. per wrapped. | \$830 | Patna Old |
| Persian fine quality | \$830 | Banaras New |
| Persian extra fine. | \$830 | Banaras Old |
| Patna New | \$850 | |
| Patna Old | \$865 | |
| Banaras New | \$840 | |
| Banaras Old | \$840 | |

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Azurion*, with the next French mail, left Saigon on the 30th ult., at 2 p.m., for this port.

THE ENGLISH MAIL.

The P. & O. steamer *Bengal* left Singapore for this port on the 29th ult., at 4 p.m., with the outward English mails, and is due home on the 4th inst., at about 4 p.m.

THE AMERICAN MAILS.

The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 6th ult., via Honolulu, has arrived at Yokohama, and left for this port on the morning of 28th ult., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gaulic*, with mails, &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th ult.

The T. K. K. steamer *Hongkong Mara*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 22nd ult.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* left Vancouver on Tuesday, the 18th ult., a.m., for Hongkong via the usual Japanese ports of call.

MERCHANT STEAMERS.

The N.P. steamer *Glenesk* has arrived at Yokohama and sails for Hongkong on the 20th ult.

The N. P. steamer *Olympia* has arrived at Yokohama, and sailed for Hongkong on the 24th ult.

The E. A. steamer *Star* left Singapore on the 26th ult., at noon, and is expected home on or about the 3rd inst., a.m.

The N. Y. K. steamer *Kawachi Mura* (European Line) left Singapore for this port on the 25th ult., and is expected to arrive here on the 3rd inst.

The N. G. I. steamer *Bisogno* left Singapore for this port on the 29th ult., and may be expected here on or about the 5th inst.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Bombay for this port on the 25th ult., and is expected to arrive here on the 12th inst.

The above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and bunks.

Call Flag W.

J. W. KEW,

Manager,

20, Des Vaux Road,

Hongkong, 18th December, 1900.

CARTRIDGES.

NOBEL'S SPOTTING BALLISTITE. Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-HOLE CARTRIDGES—

Loaded with Powder Powder only, 1 oz. of Shot.

Primrose Cases, \$5.65

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5 per cent. discount on orders of 1,000 and over.

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TELEGRAMS, "CARMICHAEL" HONGKONG.

A.P.C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 292.

Hongkong, 21st June, 1901.

[1554]

JOINT STOCK SHARES.

HONGKONG, 1st July.

| STOCKS. | NO. OF SHARES. | ISSUE PRICE. | PAID UP. | LAST DIVIDEND | CLOSING QUOTATIONS |
|--|----------------|--------------|----------|--|---|
| BANKS. | | | | 10/- div. 10/- bonus for half year ended 31/12/00..... | 300 p. c. pr. = \$612. London 261. 15s. |
| Hongkong and Shanghai Banking Corporation | 80,000 | \$125 | \$125 | 21.00 | 21.00 |
| Bank of China & Japan, Ltd. | 109,875 | 25 | 25 | None | 45. 5s. |
| Do. Deferred | 1,250 | 21 | 21 | 3/12 for 1890 | 325. buyers |
| National Bank of China, Ltd. | 10,070 A | 210 | 210 | 3/12 at 21/2 = \$150 for 1900 | 327. buyers |
| Do. Founder's Shares | 29,055 B | 210 | 21 | None | 315. sellers |
| | 750 shares | | | | |
| MANUAL INSURANCES. | 10,000 | \$250 | \$50 | 10 p. c. = \$20 for 1890 | \$310. |
| Union Ins. Society, Ltd. | 1,000 | \$83.33 | \$35 | 16 p. c. for 1st 1.37 p. c. for 1890 | \$34. buyers |
| China Traders' Ins. Co., Ltd. | 5,000 | \$100 | \$25 | 1 p. c. for 1st 1.37 p. c. for 1890 | \$31. buyers |
| North China Ins. Co., Ltd. | 5,000 | \$100 | \$25 | 1 p. c. for 1st 1.37 p. c. for 1890 | \$31. buyers |
| Yangtze Ins. Assoc., Ltd. | 8,000 | \$100 | \$30 | 12/12 = \$12 for 1890 | \$120. |
| China Ins. Office, Ltd. | 10,000 | \$250 | \$50 | 12/12 = \$12 for 1890 | \$180. sellers |
| State Insurance Co., Ltd. | 30,000 | \$100 | \$20 | 3 p. c. for 1st 1.37 p. c. for 1890 | nominal |
| | | | | | |
| FIRE INSURANCES. | | | | | |
| Hongkong Fire Ins. Co., Ltd. | 8,000 | \$250 | \$50 | 24/24 for 1890 | \$34. buyers |
| China Fire Ins. Co., Ltd. | 20,000 | \$100 | \$20 | 24/24 for 1890 | \$34. buyers |
| | | | | | |
| SHIPPING. | | | | | |
| Hongkong, Canton and Macao S. B. Co., Ltd. | 80,000 | \$15 | \$10 | 12/12 for half year ended 31/12/00. Bonus 1/2 for 1890 | \$35. sellers |
| Indo-China S. N. Co., Ltd. | 60,000 | \$10 | \$10 | 1 p. c. for 1st 1.37 p. c. for 1890 | \$150. sales |
| China & Manila S. S. Co., Ltd. | 14,000 | \$50 | \$10 | 5 per cent. above 1st 1.37 p. c. for 1890 | \$102. buyers |
| Douglas Steamship Co., Ltd. | 20,000 | \$50 | \$10 | 12 per cent. for year ending 31/12/00 | \$50. sales |
| China Mutual S. N. Co., Ltd. | 20,000 | | | | |